

MEETING TITLE: Tolling Study Committee
DATE: Monday, December 7, 2009, 6:00-8:00 p.m.
LOCATION: Washington State Department of Transportation, SW Region
 11018 NE 51st Circle, Vancouver, Washington 98662

TIME	TOPIC
6:00 p.m.	Welcome and project update
6:05 p.m.	Tolling scenarios
6:45 p.m.	Advanced traffic management technology
6:55 p.m.	What we've been hearing
7:15 p.m.	Expected next steps after the Tolling Study report
7:30 p.m.	Public comment (advanced sign-up requested)
8:00 p.m.	Adjourn

PARKING:
 Free parking available in spots marked "visitor."

PUBLIC TRANSIT DIRECTIONS from PORTLAND:

From Downtown Portland, take C-TRAN Express Bus #164 to the Fisher's Landing Transit Center. Transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

More info: www.trimet.org or 503-238-RIDE

PUBLIC TRANSIT DIRECTIONS from VANCOUVER:

From Downtown Vancouver take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

Several options available, please visit www.c-tran.com.

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

Traffic Effects for Tolling Scenarios

Scenarios	Average Daily Traffic Volumes			Diversion to I-205 Compared to No Toll Scenario	Average SB I-5 Duration of Congestion	Average NB I-5 Duration of Congestion	Total Average I-5 Duration of Congestion
	I-5 Bridge Total	I-205 Bridge Total	Total River Crossings				
Existing Conditions (2005)	134,000	146,400	280,400	-	2.0 hrs	4.0 hrs	6.0 hrs
No Build	184,000	210,000	394,000	-	7.25 hrs	7.75 hrs	15.0 hrs
No Toll Scenario	220,000	203,000	423,000	-	5.5 hrs	1.5 hrs	7.0 hrs
Scenario 1A	181,000	216,000	397,000	13,000	3.5 hrs	1.0 hrs	4.5 hrs
Scenario 1B	190,000	211,000	401,000	8,000	4.0 hrs	1.0 hrs	5.0 hrs
Scenario 1C	175,000	215,000	390,000	12,000	3.75 hrs	1.0 hrs	4.75 hrs
Scenario 1D	173,000	218,000	391,000	15,000	3.25 hrs	1.0 hrs	4.25 hrs
Scenario 1E	154,000	224,000	378,000	21,000	2.75 hrs	0.75 hrs	3.5 hrs
Scenario 1F	133,000	231,000	364,000	28,000	2.0 hrs	0.5 hrs	2.5 hrs
Scenario 1G	89,000	240,000	329,000	37,000	1.0 hrs	0.0 hrs	1.0 hrs
Scenario 2A	198,000	177,000	375,000	-26,000	4.25 hrs	1.25 hrs	5.5 hrs
Scenario 2B	201,000	181,000	382,000	-22,000	4.5 hrs	1.25 hrs	5.75 hrs
Scenario 2C	192,000	185,000	377,000	-18,000	4.0 hrs	1.0 hrs	5.0 hrs

SB = southbound | NB = northbound

Notes

1. Year 2030 results shown, except for Existing Conditions (2005).
2. Average duration of daily congestion levels shown.
3. All results are approximate.
4. The no toll scenario is included for comparison purposes. Tolling is needed to fund the project.

Toll Rate Schedules for I-5 Toll Scenarios

		No Tolls	Tolling I-5						
		Studied for comparison purposes Raises -\$0	Scenario 1A	Scenario 1B	Scenario 1C	Scenario 1D	Scenario 1E	Scenario 1F	Scenario 1G
			Draft EIS Variable Toll: Toll structure from the Draft EIS Raises ~\$1.1 - \$1.4 billion	Lower than Draft EIS Toll: Peak period tolls are lower than DEIS Raises ~\$0.9 - \$1.2 billion	Fixed Rate Toll: Same toll all day; rate based on weighted average of Draft EIS variable toll Raises ~\$1.1 - \$1.4 billion	Additional Price Points: Variable toll schedule; rates change more throughout day Raises ~\$1.2 - \$1.5 billion	1.5X Draft EIS Variable Toll: All tolls are 1.5 times the Draft EIS rates Raises ~\$1.4 - \$1.8 billion	2x Draft EIS Variable Toll: All tolls are twice the Draft EIS rates Raises ~\$1.6 - \$2.1 billion	3x Draft EIS Variable Toll: All tolls are triple the Draft EIS rates Raises ~\$1.2 - 2.0 billion
			One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls
Time Period		Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions
2006 Dollars	Midnight to 5 AM	\$1.00	\$1.00	\$1.65	\$1.00	\$1.50	\$2.00	\$3.00	
	5 AM to 6 AM	\$1.50	\$1.25		\$1.50	\$2.25	\$3.00	\$4.50	
	6 AM to 7 AM	\$2.00	\$1.50		\$2.00	\$3.00	\$4.00	\$6.00	
	7 AM to 9 AM				\$2.50				
	9 AM to 10 AM	\$1.50	\$1.25		\$2.00	\$2.25	\$3.00	\$4.50	
	10 AM to 3 PM				\$1.75				
	3 PM to 4 PM	\$2.00	\$1.50		\$2.00	\$3.00	\$4.00	\$6.00	
	4 PM to 6 PM				\$2.50				
	6 PM to 7 PM	\$1.50	\$1.25		\$2.00	\$2.25	\$3.00	\$4.50	
	7 PM to 8 PM				\$1.50				
8 PM to midnight	\$1.00	\$1.00	\$1.00	\$1.50	\$2.00	\$3.00			
2018 Dollars	Midnight to 5 AM	\$1.34	\$1.34	\$2.21	\$1.34	\$2.02	\$2.69	\$4.04	
	5 AM to 6 AM	\$2.02	\$1.68		\$2.02	\$3.02	\$4.04	\$6.05	
	6 AM to 7 AM	\$2.69	\$2.02		\$2.69	\$4.04	\$5.38	\$8.07	
	7 AM to 9 AM				\$3.36				
	9 AM to 10 AM	\$2.02	\$1.68		\$2.69	\$3.07	\$4.04	\$6.05	
	10 AM to 3 PM				\$3.36				
	3 PM to 4 PM	\$2.69	\$2.02		\$2.69	\$4.04	\$5.38	\$8.07	
	4 PM to 6 PM				\$3.36				
	6 PM to 7 PM	\$2.02	\$1.68		\$2.69	\$3.02	\$4.04	\$6.05	
	7 PM to 8 PM				\$2.02				
8 PM to midnight	\$1.34	\$1.34	\$1.34	\$2.02	\$2.69	\$4.04			

- Notes**
- These are toll rate schedules analyzed for planning and testing purposes. Actual toll rates will depend on a final finance plan and will be determined by the Oregon and Washington state transportation commissions to meet legislative funding direction.
 - Toll funding contribution ranges assume 30-year state-backed debt.
 - No Toll scenario included for comparison purposes. Tolling is needed to fund the project.
 - Assumes medium trucks pay 2x and large trucks pay 4x the auto toll rate using a transponder; administrative fee would be added to process payments not involving a transponder.
 - Tolls are assumed to escalate at 2.5% per year to match the expected rate of inflation.
 - Tolling during construction could be added to any scenario. Rates assumed to match Scenario 1A, except there would be no toll from midnight to 5am. Tolling early could provide about \$330 million in additional funds for construction.

Toll Rate Schedules for I-5 & I-205 Toll Scenarios

		No Tolls	Tolling I-5 and I-205							
		Studied for comparison purposes Raises ~\$0	Scenario 2A		Scenario 2B		Scenario 2C			
			Draft EIS Variable Toll on Both Bridges: Draft EIS tolls on both bridges Raises ~\$2.8 - \$3.4 billion		Lower than Draft EIS Toll on Both Bridges: Peak period toll is lower than Draft EIS rate Raises ~\$2.1 - \$2.5 billion		Lower Toll on I-205: Peak period toll is lower on I-205 than I-5; variable rate toll on both bridges Raises ~\$2.4 - \$3.0 billion			
Time Period			Roundtrip Tolls		Roundtrip Tolls		Roundtrip Tolls			
		Northbound	Southbound	Northbound	Southbound	Northbound	Southbound I-5	Southbound I-205		
2006 Dollars	Midnight to 5 AM		\$2.00		\$2.00		\$2.00	\$2.00		
	5 AM to 6 AM		\$3.00		\$2.50		\$3.00	\$2.50		
	6 AM to 10 AM	No Toll Collected	\$4.00	No Toll Collected	\$3.00	No Toll Collected	\$4.00	\$3.00		
	10 AM to 3 PM		\$3.00		\$2.50		\$3.00	\$2.50		
	3 PM to 7 PM		\$4.00		\$3.00		\$4.00	\$3.00		
	7 PM to 8 PM		\$3.00		\$2.50		\$3.00	\$2.50		
	8 PM to midnight		\$2.00		\$2.00		\$2.00	\$2.00		
2018 Dollars	Midnight to 5 AM		\$2.69		\$2.69		\$2.69	\$2.69		
	5 AM to 6 AM		\$4.04		\$3.36		\$4.04	\$3.36		
	6 AM to 10 AM	No Toll Collected	\$5.38	No Toll Collected	\$4.04	No Toll Collected	\$5.38	\$4.04		
	10 AM to 3 PM		\$4.04		\$3.36		\$4.04	\$3.36		
	3 PM to 7 PM		\$5.38		\$4.04		\$5.38	\$4.04		
	7 PM to 8 PM		\$4.04		\$3.36		\$4.04	\$3.36		
	8 PM to midnight		\$2.69		\$2.69		\$2.69	\$2.69		

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